



MALDIVES CIVIL AVIATION AUTHORITY
Republic of Maldives

AIR SAFETY CIRCULAR
ASC AIRCREW-01

Additional Requirements for Licensing

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1. Regulatory Compliance

Compliance with this Circular is mandatory for all relevant Maldivian licence holders.

2. Related Regulations

Related regulations include MCAR Aircrew.

3. Purpose

- 3.1 The purpose of this Circular is to establish additional requirements that shall be met and satisfied by all Maldivian licence holders under the regulation MCAR-Aircrew.

4. General Rules Concerning Licences

4.1 Validity of licences (Re: ICAO Annex 1, 1.2.5)

- 4.1.1 MCAA shall ensure that the privileges granted by that licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience established by the MCAA.
- 4.1.2 MCAA should establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and would include a risk assessment process and analysis of current operations, including accident and incident data appropriate to CAA.

4.2 Approved training and approved training organisation (Re: ICAO Annex1, 1.2.8.6)

Competency-based approved training for flight operations officer/flight dispatcher personnel shall be conducted within an approved training organization.

5. Licences and Ratings for Pilots

5.1 Specific requirements for the issue of the powered-lift category rating (Re: ICAO Annex 1, 2.6.5)

5.1.1 Experience

- 5.1.2 The applicant should have completed not less than 1 500 hours of flight time as a pilot of powered-lifts. MCAA would determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1 500 hours.

- 5.1.3 The applicant should have completed in powered-lifts not less than:

- a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
- b) 100 hours of cross-country flight time, of which not less than 50 hours should be as pilot-in-command or as pilot-in-command under supervision;
- c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
- d) 25 hours of night flight as pilot-in-command or as co-pilot.

5.1.4 When the applicant has flight time as a pilot of aircraft in other categories, MCAA would determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.5.1.1 could be reduced accordingly.

5.1.5 *Flight instruction*

The applicant should have received the dual flight instruction for the issue of the commercial pilot licence and for the issue of the instrument rating.

6. Licences and Ratings for Personnel other than flight crew members

6.1 General rules concerning licences and ratings for personnel other than flight crew members

(Re: ICAO Annex 1, 4.1)

6.1.1 An applicant shall, before being issued with any licence or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that licence or rating.

6.1.2 An applicant, for any licence or rating for personnel other than flight crew members, shall demonstrate, in a manner determined by MCAA, such requirements in respect of knowledge and skill as are specified for that licence or rating.

6.2 Flight operations officer/flight dispatcher licence

(Re: ICAO Annex 1, 4.6)

6.2.1 Requirements for the issue of the licence

6.2.2 *Age*

The applicant shall be not less than 21 years of age.

6.2.3 *Knowledge*

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer licence, in at least the following subjects:

Air law

- a) rules and regulations relevant to the holder of a flight operations officer licence; appropriate air traffic services practices and procedures;

Aircraft general knowledge

- b) principles of operation of aeroplane engines, systems and instruments;
- c) operating limitations of aeroplanes and engines;
- d) minimum equipment list and configuration deviation list;

Flight performance calculation, planning procedures and loading

- e) effects of loading and mass distribution on aircraft performance and flight characteristics;
mass and balance calculations;
- f) operational flight planning;
fuel consumption and endurance calculations;
alternate aerodrome selection procedures;
en-route cruise control;
extended range operation;
- g) take off performance including field length, climb and obstacle criteria and limitation;
- h) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;
- i) landing performance including approach climb and field length criteria and limitations;
- j) preparation and filing of air traffic services flight plans;
- k) basic principles of computer-assisted planning systems;

Human performance

- l) human performance relevant to operational control duties, including principles of threat and error management;

Note. — *Guidance material to design training programmes on human performance, including threat and error management, can be found in the Human Factors Training Manual (ICAO Doc 9683).*

Meteorology

- j) aeronautical meteorology;
the movement of pressure systems;
the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
- k) interpretation and application of aeronautical meteorological reports, charts and forecasts;
codes and abbreviations;
use of, and procedures for obtaining, meteorological information;

Navigation

- l) principles of air navigation with particular reference to instrument flight;

Operational procedures

- m) use of aeronautical documentation and standard operating procedures;
- n) operational procedures for the carriage of freight and dangerous goods;
- o) procedures relating to aircraft accidents and incidents;
emergency flight procedures;
- p) procedures relating to unlawful interference and sabotage of aircraft;

Principles of flight

- q) principles of flight relating to the appropriate category of aircraft; and

Radio communication

- r) procedures for communicating with aircraft and relevant ground stations.

6.2.4 *Experience*

6.2.5 The applicant shall have gained the following experience:

- a) a total of two years of service in any one or in any combination of the capacities specified in (1) to (3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:
 - (1) a flight crew member in air transportation; or
 - (2) a meteorologist in an organization providing operational control to aircraft in air transportation; or
 - (3) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems; or
- b) at least one year as an assistant in the dispatching of air transport; or
- c) have satisfactorily completed a course of approved training.

6.2.6 The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.

6.2.7 *Skill*

The applicant shall have demonstrated the ability to:

- a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
- b) identify and evaluate the risk factors and the possible consequences for flight operations;
- c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;
- d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;
- e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;
- f) make an accurate and operationally acceptable weather analysis provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

- g) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;
- h) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;
- i) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and
- j) recognize and manage threats and errors.

Note. — *Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (ICAO Doc 9868, PANS-TRG), Chapter 3, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (ICAO Doc 9683).*

6.2.8 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges subject to compliance with the requirements specified for recent experience, the privileges of the holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in the duties of flight operations officer/flight dispatcher.

6.3 Requirements for Medical Assessment

6.3.1 Visual acuity test requirements

(Re: ICAO Annex 1, 6.2.3.2)

The following should be adopted for tests of visual acuity:

- a) Visual acuity tests should be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60 cd/m²).
- b) Visual acuity should be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

6.3.2 Colour perception requirements

(Re: ICAO Annex 1, 6.2.4.4.1)

Sunglasses worn during the exercise of the privileges of the licence or rating held should be non-polarizing and of a neutral grey tint.

6.3.3 Physical and mental requirements

(Re: ICAO Annex 1, 6.4.2.6.2)

Electrocardiography should form part of the heart examination for the first issue of a Medical Assessment.

Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

Note 2.— Guidance on resting and exercise electrocardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).

6.3.4 Visual requirements
 (Re: ICAO Annex 1, 6.4.3.2.3)

Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 should be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.

Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.

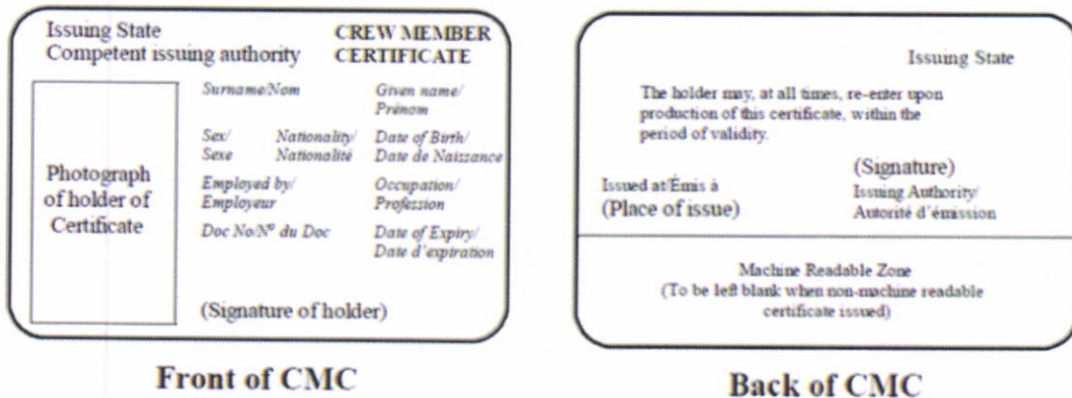
Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).

7. Crew Member Certificates (CMC)

7.1 Operators conducting international operations may require carrying crew member certificates (CMCs) in accordance with the national regulations of the respective countries where flights are operated.

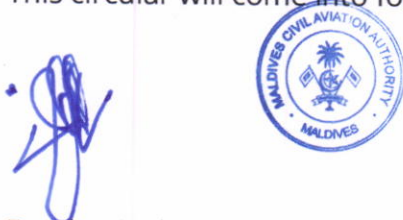
7.2 When CMCs are required, CAA shall ensure the CMCs are developed in accordance with Appendix 7 of Annex 9, Facilitation and in line with the specifications of ICAO Doc 9303, Machine Readable Travel Documents.

7.3 Crew Member Certificate (CMC) lay out as below.



8. Effectivity

This circular will come into force on 01 May 2025.



For the Civil Aviation Authority
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 Chief Executive